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THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

MARCH 2008



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MOBILE WINS TANKER CONTRACT



Mayor Sam Jones talks to media after the announcement that the U.S. Air Force awarded a major \$40 billion contract to Northrop Grumman Corp. and EADS North America to build aerial refueling tankers at a new assembly plant in Mobile.

Photo courtesy: Tad Denson – MyShotz.com

The City of Mobile has plenty to celebrate. In May 2007, German steelmaker ThyssenKrupp AG announced plans to build a new \$3.7 billion steel processing plant in northern Mobile County, employing approximately 2,700 workers. Then in early March 2008, the U.S. Air Force awarded a major \$40 billion contract to Northrop Grumman Corp. and EADS North America to build aerial refueling tankers at a new assembly plant in Mobile. The companies building the new KC-30 tankers anticipate employing more than 1,500 people at the Brookley Field Industrial Complex, with expectations of nearly 5,000 additional supplier-related jobs.



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Mobile area business and community leaders gather for a thumbs up photograph to celebrate the announcement that EADS and Northrop Grumman were selected by the U.S. Air Force to build aerial refueling tankers at a new assembly plant in Mobile.

Photo courtesy: Mobile Area Chamber of Commerce

Thanks to Northrop Grumman and EADS, Mobile will be the third largest aircraft manufacturing center in the world.

“There are only two places in the world where large airplanes are built: Seattle, Wash., and Toulouse, France. Now, there will be a third: Mobile, Ala.,” said Alabama Gov. Bob Riley when the news was announced. “To say this is a great day for Alabama is a monumental understatement. This will go down in history as one of our greatest days.”

Riley added, “This announcement is the fulfillment of a dream that began three years ago, and that dream was to bring high-paying aerospace jobs to Mobile. It was a dream to provide the men and women of our military with the best and most efficient aerial refueling tanker. Those dreams are being fulfilled and they will be made a reality in our state. The selection of Northrop Grumman-EADS is the result of extremely hard work by a unified team from the company, the state, the federal government and Mobile.”

The contract and the prospect to build tankers and commercial freighters was mind boggling, but it did not stop the Mobile Airport Authority, Alabama Development Office, the Mobile Area Chamber and many others from teaming up to attract the entire project to Mobile, Ala. Mobile beat out a short list of three states to vie for the opportunity to build the aircraft should the Air Force award the contract to Northrop Grumman-EADS. The

Port Authority played its part in the project competition when it provided a simulated cargo move for EADS officials.

“We literally fabricated models that mirrored the overall dimensions of their components arriving by ship, and performed a full cargo operation from the Authority’s main docks terminal to the tanker site at Brookley,” said Jimmy Lyons, director and CEO for the Port Authority.

The demonstration project illustrated to the team how their components would be transloaded from ocean-going ship to a deck barge, then floated down the river to the Arlington dock at Brookley. From there, the Port’s team of transporters and stevedores then moved the fabricated pieces from barge to truck and rolled right into the proposed manufacturing site.

“The whole move took less than three hours from gate to gate,” said Lyons. “The team from EADS didn’t just hear about how the Port Authority would handle their project cargo, they actually saw how we would do the job.”

In the end, Mobile was selected as the future home of the KC-30 tanker, and Northrop Grumman-EADS went to work to secure the military contracts. Northrop Grumman-EADS beat out Boeing Co. for what is being called one of the single largest defense contracts in the country's history.



Port Authority Director and CEO Jimmy Lyons, left, with Mobile Area Chamber Vice President of Economic Development Bill Sisson share a congratulatory handshake after the announcement that EADS and Northrop Grumman were selected by the U.S. Air Force to build aerial refueling tankers at a new assembly plant in Mobile.

Photo courtesy: Tad Denson – MyShotz.com

The deal calls for 179 planes to be delivered to the Air Force over the next 10 to 15 years. The KC-30 will replace the Air Force's aging KC-135 tankers and is based on the French-made Airbus A330 widebody jet, a larger aircraft than Boeing's KC-767. Therefore the KC-30 will be able to carry more fuel, cargo or personnel. In a related economic development move, Airbus, a subsidiary of EADS, plans to shift its production of the A330 freighter to Brookley, bringing an additional 300 jobs to the Port City. The tanker facility is expected to cost in excess of \$600 million and have an annual economic impact of more than \$280 million.

"Mobile is an excellent location for an additional aircraft manufacturing facility in the U.S.," said Mobile Mayor Sam Jones. "The Northrop Grumman-EADS project will expand the aerospace industry in Mobile, as well as provide a tremendous amount of opportunities for additional aircraft manufacturing suppliers, and good paying jobs for the people of our region."

Even before the contract was awarded, the Mobile Airport Authority began implementing a strategic plan to transform the Brookley Field Industrial Complex into the southeast's aerospace leader. The strategy includes new buildings and

improved road and rail infrastructure, as well as new aesthetic standards for the complex to meet the needs of its new and current tenants.

"This project along with ThyssenKrupp, Austal, the new Mobile Container Terminal and other recent port investments, and the USA Cancer Center highlight Mobile's thriving economy," said Marc Pelham, director of the Brookley Complex, referring to the new tanker project. Pelham noted that the transformation of Brookley will continue, only at a faster pace.

"For more than two years Mobile has believed in Northrop Grumman-EADS's bid to build aircraft refueling tankers here," said Mobile Area Chamber of Commerce Vice President of Economic Development Bill Sisson. "To say we are excited is an understatement. Moving forward, in partnership with the City of Mobile, Mobile County, the Mobile Airport Authority and countless others, the Mobile Area Chamber is committed to working with Northrop Grumman and EADS to lay the foundation for what will become the home of the KC-30 tanker." □

Building **GREEN** on the Gulf Coast



GreenCoast 2008 is presented by Smart Coast. Co-executive directors Charlene Lee (left) and Wendy Allen founded the organization because they were passionate about the coastal region in which they lived. They realized if nothing was done to rein in the rapid growth, destruction of historic homes and ecologically precious land and water would disappear. They merged two sets of skills and experiences into one mission – creating a vision of development for the Alabama Gulf Coast.

Green isn't just a color anymore... it's a way of life... a way of thinking and living. Thanks in part to an increased nationwide awareness of environmental conservation, the idea of "going green" is finally coming into the mainstream as more people are realizing the impact we have on our environment and that our environment has on us.

Each year, the average house creates twice as much pollution as the average car generates. Buildings generate thirty percent of greenhouse gases in the atmosphere. Thirty-eight percent of local landfill waste comes from construction and demolition while over five billion gallons of potable water is flushed down U.S. toilets every day. Those impacts will continue to swell, as populations and the communities in which they live expand.

"The economy of the Gulf Coast Region is experiencing tremendous growth and change," said Smart Coast Co-Executive Director Charlene Lee. "Along with that growth will come an increase in the population. Smart Coast aims to help the area absorb the growth with minimal impact on the environment."

"It's time for regional interests to come to the table and consider the options that can contribute to our overall quality of life," say organizers of GreenCoast 2008. The nonprofit organization Smart Coast is partnering with the Alabama chapter of the U.S. Green Building Council (USGBC) to present the inaugural green building conference on the Northern Gulf Coast in April.



Work on the upper floor of the White-Spinner headquarters continues with wire mesh being placed and electrical floor boxes being installed in preparation for pouring the concrete floor slab.



Workers install the cornice on the front of the White-Spunner building and prime the walls for painting on the side wall. The new headquarters is being built to LEED certification standards. It is the first LEED-certified commercial building in Mobile.

Green building is the practice of increasing the efficiency of buildings and their use of energy, water and materials while reducing building impacts on human health and the environment. This is accomplished through better site planning, design, construction, operation, maintenance and removal – the complete building life cycle.

Rapid development is occurring along the Gulf Coast in Alabama, Florida and Mississippi, and the consumption of energy, land and water is increasing proportionately.

The goals for the GreenCoast 2008 Conference and Expo are to encourage sustainable building practices and change the paradigm of how buildings are designed and built in the rapidly developing Gulf Coast, explained Lee. “Green building is a fairly new concept to the Gulf Coast, but the opportunities for implementation are enormous.”

The GreenCoast Conference and Expo will offer building professionals a chance to network and learn from experts in the field. Presentations are geared specifically to address the local climate conditions found on the Gulf Coast. The two-day conference also includes a pre-conference workshop for LEED certification. LEED® stands for Leadership in Energy and Environmental Design and is the nationally accepted benchmark for the design, construction and operation of high performance green buildings.

The GreenCoast Conference will include three educational tracks featuring commercial, residential and public green building topics. Each track features interactive sessions with engaging and informed speakers who have practical experience with green building practices. Attendees will learn more about profitable and environmentally responsible

green building and sustainable strategies. Professionals from across the Northern Gulf Coast will walk away with new ways to reduce energy use and environmental impact, while saving money and appealing to their consumers.

In many areas of the U.S., municipalities are requiring new municipal buildings be LEED-certified as the mindset has shifted to awareness of short-term as well as long-term resourcefulness. Municipalities as well as private homeowners are very interested in saving money on heating/cooling and water as well as enjoying better health due to improved indoor air quality. The idea of green building is something that is just beginning to find its way to the Gulf Coast.

“We realize there is a learning curve involved for local architects, engineers, landscape architects and contractors,” Lee added. “We also realize homes and commercial buildings will sell quickly in our coastal area without being resource efficient. In order to implement green building practices, professionals must look for different products and vendors. Many of them are just unfamiliar with the resources available.”

Lee expects the GreenCoast 2008 Green Expo will provide an opportunity for professionals to be introduced to some of these products. Local, regional and national vendors will showcase their sustainable products, ideas and services to the rapidly growing green building market. The Green Expo will also be open at no charge to the general public for three hours on Thursday afternoon.

“We think it is very important to make this available to the general public as well,” said Lee. “It should be an option on the table when a professional sits down with a client. Likewise, those planning to build should be able to discuss their options

The Anderson's green roof not only acts as an insulator to the structure downstairs, but also is a peaceful and beautiful place for the family to relax.

with their building professionals as well and expect that they are familiar with the process.”

The environmental benefits of green building include a reduction in air pollution, water conservation, natural landscaping with native plants, air quality both inside and out, and reuse of renewable resources. By all accounts, that's good for the planet. The health benefits are also abundant as the products used in green buildings reduce off-gas and cause fewer illnesses resulting in higher worker productivity. The economic benefits are clear, but are looked at with skepticism since the upfront cost of green building can be higher than a regular building. Building to green standards can add two percent or more to the overall cost of a building.

But there are financial incentives as well. According to Lee, as areas in other parts of the U.S. have gained experience with the multidisciplinary approach of green building, the additional costs to “build green” have continued to drop. Now those costs may be as low as zero to one percent and are quickly recovered by the much lower maintenance costs. The green way of doing business saves contractors building costs, employer's health costs, and homeowner's money each time they turn on a light.

The presenting sponsor for the GreenCoast 2008 Conference is Mobile-based White-Spinner Construction, Inc. The company is leading the charge locally to encourage other businesses to build green. White-Spinner is near completion of their headquarters which will be the first commercial building in the area to comply with LEED silver guidelines. White-Spinner Construction, Inc. is ranked 30 out of the Top 50 Green Contractors in the U.S., according to *Engineering News-Record's* September 24, 2007 issue. Companies are ranked by construction revenue from the previous year from projects built under objective environmental or sustainable development standards.

“Our new green office building is focused on reducing the impacts on the environment and promoting the health and safety of our workforce who will be using the building,” said company President Mike Fitzgerald. “Building green is a different approach and while our office is being built at a premium, we certainly hope it will catch on in our community. The green approach improves our quality of life by offering tremendous energy savings, improving air quality and conserving water.”

The 40,000-square-foot, two-story office building will feature an open floor plan with tinted windows, numerous skylights, large



windows, motion-sensitive lighting, water-efficient systems, and the use of recycled materials and environmentally-friendly approaches during construction.

In September 2002, Navy Federal Credit Union selected Pensacola as the site for a new environmentally-friendly call center. That building, Florida's first LEED gold certified building, opened in 2003. The response to the eco-friendly workplace has been tremendous, with employee productivity rates rising and job turnover rates dropping. The Credit Union opened its second building at the end of 2007 and is currently in the construction and planning stages for buildings three and four. Once completed, the 62-acre campus will showcase more than 640,000 square feet of LEED-certified office space.

The Navy Federal Credit Union recently received Awards of Excellence for *BusinessWeek* and *Architectural Record* magazines' 10th annual “Good Design is Good Business” international competition. This honor recognizes innovative building design projects that help solve problems and achieve specific goals for companies, nonprofits, institutions and governmental agencies.

Of course, building green isn't limited to only public and commercial spaces; more and more residential customers are ‘going green.’ Bay St. Louis, Miss., architect Allison Anderson not only focuses her architecture practice on sustainable designs, she lives in one too. Anderson and her husband

Architect Allison Anderson's home is a model of environmental sustainability and survivability. The 3000-square-foot home was the only surviving structure in its neighborhood after Hurricane Katrina. The home is a model for incorporating "green" building practices in a residential setting.

and partner, John, designed their contemporary two-story, 3,000-square-foot house to be an example of the sustainable designs that are the heart of their business. Anderson was the first LEED-certified architect in Mississippi and John, who practiced in nearby Louisiana for 13 years, was the first to receive LEED certification in that state.

The house was built to the standards of the International Building Code, which Bay St. Louis adopted after Hurricane Andrew in 1992.

"That means," Anderson said, "very heavy-duty clips from the slab to the wall studs, to the floor joists, to the second-floor wall studs, to the rafters all the way up."

The Andersons also designed a system of sheer walls that helped to stiffen the outer walls of the wood home. One of the most interesting aspects of their house is their rooftop garden, commonly known as a green roof. It extends off of the master bathroom and literally is green, as in grass. There are four to six inches of dirt and sod that cover the flat roof.

"It is cooler and insulates the rooms below," explained Anderson. It's also very heavy, she explains. Those three factors, the Andersons believe, are why the house is still standing today. And, she adds, the green roof is also very pretty. "We keep an old fashioned manual lawn mower upstairs to cut the grass."

The Andersons moved into their 'green house' in July 2005. One month later the area took a disastrous hit from Hurricane Katrina. When the Andersons returned home, they found that their home was the only one still standing in the area. "When we built, we not only built our home to have sustainability, but to have survivability," she said. "To build something that won't be there after the next weather event is not environmentally conscious, either."

Other features of the home include a slab-on grade floor with polished concrete, rapidly renewable products such as bamboo were used for the upstairs flooring, reclaimed wood for the staircase handrails and heart-pine wood recycled from a school in Chicago for the stairs. The house did have about seven feet of water come through it at the height of the hurricane, but elements like the slab concrete floors made clean up much easier for the family.



Energy savings are one of the many benefits of building a green home. Anderson estimates that they save as much as 25 percent on energy costs in the new home.

"Let's face it, energy and water costs will probably never go back down. We can provide alternatives to actually using energy in these homes. The Andersons are preparing to add six to eight solar panels that should produce 150 kilowatts a month and satisfy 40 to 50 percent of their energy needs.

The Andersons are also in the process of constructing a new office building for their firm, Unabridged Architecture, just up the street from their home. The building will, of course, be built to LEED standards. Anderson will be one of the speakers for the residential portion of the GreenCoast Seminar, discussing her professional and practical experience with building green.

Organizers hope that the GreenCoast 2008 Conference and Expo will be the catalyst to jumpstart green building on the Gulf Coast.

"The time will come when the tide will shift and most people will look at the bigger picture of the economic, environmental and social benefits of resource efficient building and Smart Coast looks forward to being a part of this shift in thinking," said Lee.

Conference organizers are expecting 600-900 attendees for the inaugural GreenCoast event and hope that the conference will become a revolving conference among the targeted Gulf Coast states. The Alabama State Port Authority has joined in the efforts as one of many sponsors for this inaugural event.

"We've welcomed the opportunity to participate in the community dialogue and to learn along with everyone else ways we can be a better neighbor," said Jimmy Lyons, director and CEO of the Port Authority.

The Port Authority already manages a large number of environmental programs to reduce impacts on the community and seeks to employ new technologies when available. Biofuel use in port fleets and equipment, landscaping projects to reduce ground dust, recycling and air quality programs are just some of the initiatives led by the Authority's Environmental, Health and Safety office.

"I live here, our employees live here and we raise our children here, so we see the importance of educational programs, like GreenCoast, to discuss new advances and opportunities that will retain our quality of life," said Lyons.

GreenCoast seminars have been approved as continuing education credits (CEU's) for facility managers and Alabama real estate agents. Additional credits for other professions are currently

in the application process. More information will be added to the website as approvals are received for professionals.

The GreenCoast 2008 Conference and Green Expo will be held April 8-10, 2008, at the Arthur Outlaw Convention Center in Mobile, Ala. Technical review workshops are scheduled on Tuesday, April 8 and Friday, April 11 at the Mobile Convention Center, the same location as GreenCoast 2008. The workshops are sponsored and presented by the U.S. Green Building Council – Alabama, Mississippi and Florida Chapters. Registration for the LEED® workshops is separate from GreenCoast. For more information on the GreenCoast 2008 Conference and Green Expo, go to www.greencoastonline.com or call Smart Coast at 251-928-2309. □

GreenCoast 2008 Conference and Green Expo

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A NEW LOOK FOR ALABAMA'S STATE CAPITOL



The Alabama State Capitol was designated a National Historic Landmark in 1962. Today tourists come from all over the state, and all over the country, to view Alabama's monument to history and politics.

Any home needs regular repair and updating. So it's only natural that Alabama's governmental and historical home, the Alabama State Capitol in Montgomery, would need some routine maintenance.

"Our beautiful Capitol building is registered as a National Historic Landmark," said Capitol Senior Restoration Artisan Bob Canter, who has held the position for more than a decade. "It is an interesting mix of government offices and museum spaces, which make it one of the state's premier tourist attractions. We have welcomed visitors from all over the state, the nation and the world. Architecture has always been the most accessible window into the past. This building has witnessed two of the most dynamic turning points in our nation's history; and therefore, it is a wonderful resource in which all Alabamians can take pride. We are very dedicated to its maintenance and preservation."

Canter refers to two memorable moments in Alabama history: when the Confederacy began in the original Senate chamber in 1861, and in 1965 when the Selma to Montgomery Voting Rights March ended in front of the Capitol. Today, the governor

and other executive branch members have offices in the Alabama State Capitol.

The largest renovation project is repairing the roof of the Capitol building. The current Capitol roof is an EPDM rubber roof, carrying a life expectancy of 15 years. After 18 years, the roof is being replaced with a metal roof with a 45-year warranty.

"The upgraded roof will get us into the future," said Canter.

Leaks in the roof were causing concern as to the potential damage the water could do to the interior of the Capitol. Roofing the building is expected to take a year to complete, but will have no impact on the daily operations that take place in the Capitol.

Another major undertaking is the replacement of the Capitol's carpeting, heavily worn from decades of use. It was laid during the building's last major renovation in the early 1990s. The carpeting was custom designed for the Alabama State Capitol by U.S. Axminster in Greenville, Miss., later bought out by Brintons, the oldest manufacturer of woven carpet worldwide.

The Alabama State Capitol is a monument to the state's history. The Confederacy began in the original Senate chamber in 1861 and the Selma to Montgomery Voting Rights March ended in front of the Capitol in 1965.

While the Brintons plant in Mississippi closed some years later, the company holds the copyright to the carpet design. The carpet is still available, but must be manufactured at the main Brintons plant in Kidder Minster, England, then shipped to Montgomery.

"Unfortunately, none of the original Capitol carpet exists today, as it was removed and cut into blankets for use by Confederate soldiers near the end of the Civil War," said Canter. "The patterns and colors of the carpet are the result of extensive research of carpets commonly used during the 1850 to 1912 period."

The Alabama Historic Commission did extensive research on old carpet remnants in other historic buildings of the same era, as well as working with descriptions of the carpet from invoices and photographs.

"It is exquisite and we're very pleased with the way the carpet has held up. Many inaugural receptions, legislative dinners and receptions have been held – it's high grade, and held up to a tremendous amount of traffic," said Canter.

The carpet, once it arrives from England, will be installed at night and on the weekends so there is little interruption to daily Capitol life.

On the east wing of the Capitol, the cracked stucco columns were addressed. The material was fracturing; when installed, the top plates of the column capitals were not properly welded, allowing water to infiltrate the columns causing the stucco to fracture. The stucco has recently been repaired and repainted. A flock of pigeons that called the area home has also been relocated.

Another repair under the heading of general maintenance is the marble floors of the exterior porches, including the grand front entrance, which are in the process of being regrouted. Additionally, broken pieces are being replaced. Protecting a historic structure such as the Alabama State Capitol is imperative, so 876 sprinkler heads from the fire suppression system were replaced due to a manufacturer recall. While they were replaced during the day, it caused minimal disruption.

The cost of the repair projects is \$2,140,709. Replacement of the roof alone is \$1.83 million, while the replacement of the carpet is \$128,000. Re-grouting of the marble steps costs \$93,709, while the price tag for replacing sprinkler heads



Young people visiting the Capitol enjoy lying down in a circle and looking up into the dome of the Capitol, intricately detailed with murals and gold leaf paintings in the Greek Revival style.



Repair projects at the Alabama State Capitol, including a new roof, new carpeting and other maintenance projects, are estimated to cost more than \$2 million. The amount is covered by the Capitol's emergency funds.

comes to \$45,000 and repairing the columns adds up to \$44,000. The cost of the repairs is covered by the Capitol's emergency funds.

The Alabama Historic Commission took over the building in 1989 and was responsible for the three-year restoration of the building. The organization retained operations and maintenance of the Capitol until 2005 when those duties were turned over to the Alabama State Finance Department. However, in conjunction with the finance department, the Alabama Historic Commission still approves work or changes to the structure, and the Capitol must meet National Historic Landmark standards. The repair projects help to preserve the historic nature of the Alabama State Capitol, a biography of Alabama life.

There are secret places in the building, Canter said. In the rotunda near the great dome, a secret staircase leads outside the dome onto the roof. Approximately halfway up that staircase is a door to a brick vault. During the Civil War, Canter said, guns were stored there so if the Capitol came under attack,

Confederates could quickly grab a firearm, race to the roof and defend the building. A great tradition also exists of signing the walls in that area, Canter said, noting that governors, special tourists and members of the state administration have left their names and dates.

While preserving the Alabama State Capitol for future generations, business and tours continue as usual despite the drop cloths and nail guns. In the event that a small area is cordoned off for repair, additional tour routes are designed to allow visitors full access to the building. Self-guided tours are available Monday through Friday from 8 a.m. to 5 p.m. Guided tours are available on Saturday from 9 a.m. to 4 p.m., though these may be scheduled during the week for groups of 15 or more. All tours are free to the public. For more information, contact the Capital Tour Office at (334) 242-3935. □

FARMING FEEDS ALABAMA & SO MUCH MORE

Alabama may be the land of cotton, but there is much more to Alabama farming than meets the eye. To that end, it is the mission of the Alabama Farmers Federation to promote the state's farming industry and its resulting commodities. "The Alabama Farmers Federation, as the nation's leading farm organization, seeks to ensure unlimited opportunities for our rural and agricultural community through active, well-informed members, emphasizing education, research, government action, economic service, environmental stewardship, leadership development and fellowship," reads the organization's mission. Its purpose is to advance the state's agricultural interests economically, educationally and socially by way of the group's county federation structure. The Alabama Agricultural Statistics Service reports that there are some 43,000 farms in Alabama, covering more than eight million acres. These farms have annual sales of more than \$5 billion. More than that, agriculture-related jobs in Alabama make up more than 20 percent of the state's workforce.

It all began, in 1921 at Auburn University, when a group of farmers met to work toward gaining a stronger voice in Montgomery and Washington, D.C. Alabama Farmers Federation was formed, and today is the state's largest farm organization with 450,000 members. It is linked with the national American Farm Bureau Federation, but all state business is determined by Alabama members. Jerry A. Newby, who serves as Alabama Farmers Federation president, is a Limestone County cotton, grain and cattle farmer. He also serves on the American Farm Bureau board of directors.

The Alabama Farmers Federation is comprised of 67 county Farmers Federations, forming a grassroots organization. Issues are first discussed at a county level and if adopted, are presented to a statewide Policy Development Committee. The 67 county presidents and 16 state commodity division directors sit on this committee that recommends policies for adoption to the 500 voting delegates at Alabama Farmers Federation annual meeting. The state board of directors and state officers are also elected by these delegates.

The 16 commodity divisions represent the state's major agricultural commodities: bee and honey; beef; catfish; cotton; dairy; forestry; greenhouse, nursery and sod; hay and forage crops; horticulture; meat goat and sheep; peanuts; pork; poultry; soybeans, wheat and feed grains; and wildlife. The new year brings a new commodity division: equine. A state commodity committee directs each division, which includes developing programs to educate producers and consumers, setting legislative priorities, and allocating funds for research and promotion. Additionally, area organization directors bring



Alabama ranks second in the nation in catfish sales, making it one of the state's top commodities.



Cotton is one of Alabama's top commodities, ranking it tenth nationally in upland cotton production. It truly is 'the land of cotton!'

together the issues and programs of the county federations and the state office.

Poultry is Alabama's top commodity. "Poultry makes up 65 percent of the state's total farm cash receipts, excluding forestry," said Jeff Helms, communications director for Alabama Farmers Federation. Alabama ranks third in the nation in broiler production thanks to the one billion birds sold each year, as well as the two billion eggs produced a year by laying flocks. Alabama ranks fourteenth in the country in egg production. Other top commodities include cattle and calves; greenhouse, nursery and sod products; cotton; and catfish.



Farming feeds Alabama. The state's top commodities include poultry, cattle and calves; greenhouse, nursery and sod products; cotton; and catfish.



Poultry is Alabama's top commodity. The state ranks third in the nation in broiler production and fourteenth in egg production, with two billion eggs produced a year.

"Nationally, Alabama ranks second in catfish sales, third in broiler production, third in peanut production, fifth in sweet potato production, seventh in pecans, tenth in upland cotton production, eleventh in meat goats, thirteenth in blueberries and tomatoes, fourteenth in egg production, fifteenth in peaches, sixteenth in beef cattle, and twenty-fifth in hogs and pigs," said Helms. "From citrus and seafood on the Gulf Coast to apples, grapes and berries in the Appalachian foothills, our farmers grow everything the state's residents need."

Farming definitely feeds Alabama, but it's feeding other countries as well. The state exports \$572.2 million each year in agricultural products, almost half of which is poultry, coming in at \$247.3 million annually. According to Helms, much of the exported poultry is dark meat chicken which is more difficult to sell in the United States. The second leading export is cotton and cotton products, accounting for nearly \$150 million in annual sales. One neighboring country with an emerging trade connection to Alabama is Cuba, thanks to the efforts of Alabama's Department of Agriculture and Industries and statewide farming organizations, which are licensed and sanctioned by both the U.S. Departments of Commerce and Treasury for trade arrangements with Cuba. During the past seven years, there has been a \$300 million economic impact on Alabama from the sale of agricultural products to Cuba. Forty percent of the poultry sold to Cuba is from Alabama. In 2005, Alabama sold \$25 million worth of lumber and utility poles to Cuba. In addition, most of the soybeans produced in south Alabama are exported to Cuba through the Port of Mobile.

"It takes less than two days to ship products to Cuba from the Port of Mobile," explained Helms, noting that Alabama has more miles of inland waterways than any other state.

The role of the Alabama farmer is changing to meet market needs and environmental conditions, including the drought of the past few years. Renewable fuels hold potential for many farmers, Helms said, with farmers growing corn and soybeans for ethanol and biodiesel. Additionally, Auburn University scientists are leading the research charge in converting switchgrass and forest byproducts into cellulosic ethanol.

"Our International Trade Division works with producers and suppliers to meet the needs of export markets by coordinating sources of products to aid buyers in purchasing from a single source and by conducting on-site tours for inbound trade missions and buying teams," said Helms. "Our staff has also conducted trade missions to Korea and Cuba in recent years to develop additional markets for agricultural products." □

COMMUNITIES ON THE MOVE

THE CITY OF ANNISTON:

CONNECTING TOWNS WITH NATURE

After ten long years and a \$100,000 grant from Coca-Cola North America, Anniston is connecting more people to one of the nation's busiest cities than ever before by uniting the Chief Ladiga Trail with the Silver Comet Trail located just outside of Atlanta.

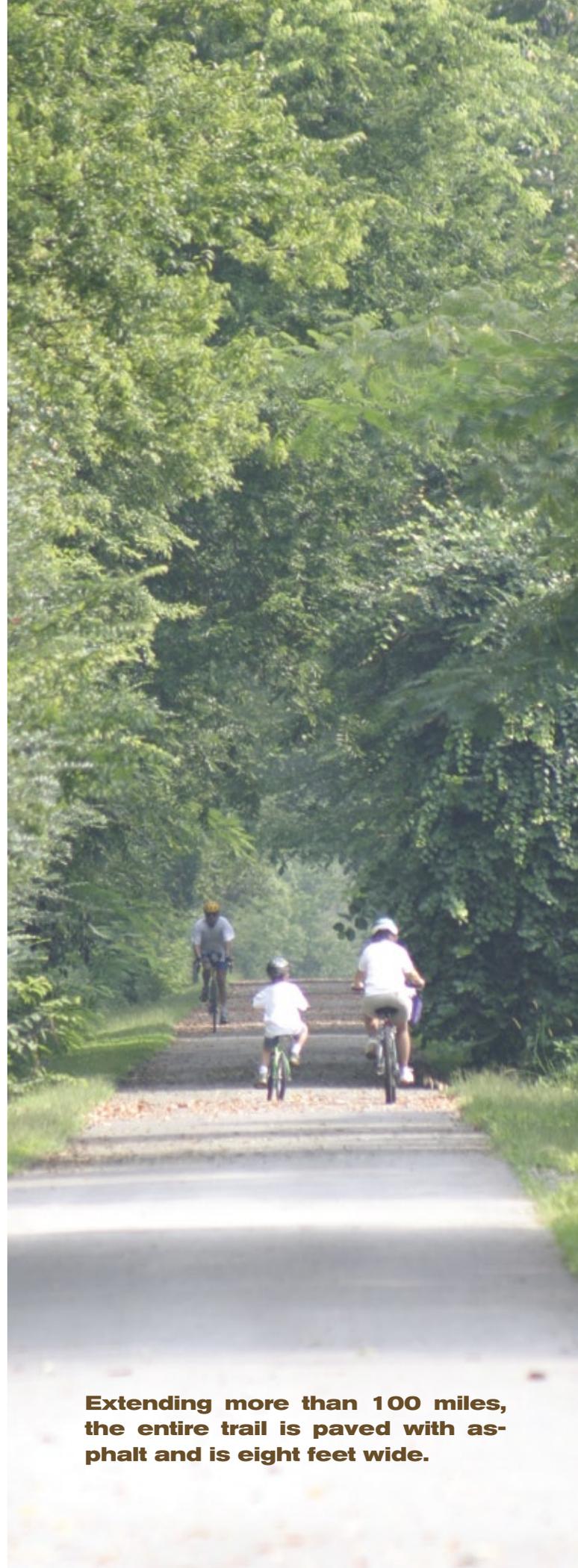
The grant was used to help close the eight-mile gap in the Silver Comet-Chief Ladiga trail and build a charming gateway park at the Alabama/Georgia state line.

"We've met; we've talked; we've planned; we've dreamed; but it's taken this refreshing financial splash from Coca-Cola to help us finally connect to our neighbors," said Pete Conroy of Jacksonville State University and chairman of the Chief Ladiga project. "It's a thrill to know that our trails united, like a long skinny park, will connect more people and more places than ever before."

Alabama's first extended rails-to-trails project, the Chief Ladiga Trail covers 33 miles through the countryside of Calhoun and Cleburne counties and connects the cities of Piedmont, Jacksonville, Weaver and Anniston. Crossing beautiful wetlands, streams, forests and a horizon filled with mountains, the Chief Ladiga Trail is a pathway made for families which provides a safe, non-motorized way to travel, exercise and relax while enjoying the outdoors. Currently, the Silver Comet offers 50 miles of rail-trail; together they offer over 100 miles of continuous outdoor space.



Chief Ladiga meets the Silver Comet in the summer of 2007. The new trail allows riders and other trail users to stand with one foot in Alabama and the other in Georgia along its path.



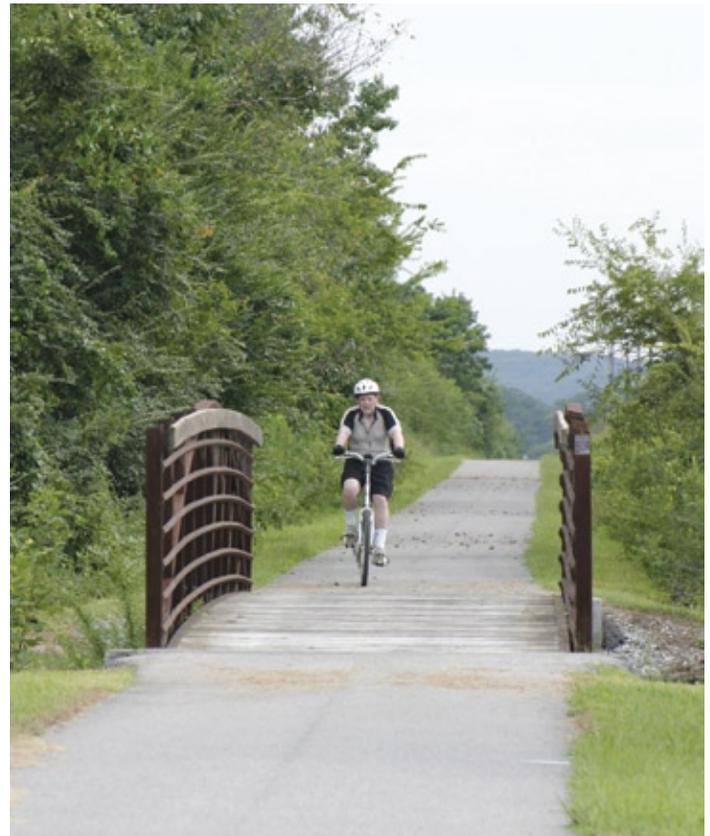
Extending more than 100 miles, the entire trail is paved with asphalt and is eight feet wide.

The Rails-to-Trails Conservancy (RTC), which linked the two trails, is a non-profit organization working with local communities to preserve unused rail corridors by transforming them into trails, enhancing the health, environment, economy, neighborhoods and people of America. The Silver Comet-to-Chief Ladiga gift is just a part of a larger \$500,000 grant made by Coca-Cola North America to the RTC to help trail development across the United States.

“We’re grateful that Coca-Cola is taking a leadership role in helping us connect with our neighbors through pedestrian paths,” said Alabama Gov. Bob Riley. “There is a great need for recreational trails as a safe place for exercise and outdoor equipment. Partners like these help Americans to get moving and enjoy more active lifestyles.”

Completed in 2007, the trail is designed with the needs of cyclists and hikers in mind. The gateway park features bicycle racks, picnic tables, restrooms and a covered pavilion which stores information, maps and brochures, and a payphone.

For more information on the city of Anniston please visit www.ci.anniston.al.us/, or for more information on the Rails-to-Trails Conservancy, please visit www.railstrails.org. □



Closing the eight mile gap between the trails are four renovated bridges that cross over Terrapin Creek.

The Chief Ladiga Trail was named for a Creek Indian leader who signed the Cusseta Treaty in 1832. Under the terms of that agreement, the Creeks gave up claim to their remaining lands in northeast Alabama. Because Chief Ladiga had signed the treaty, he was allowed to select some land in Benton County, Ala., for his wife and himself which later became Cleburne and Calhoun counties.



The Chief Ladiga Trail has increased tourism and benefited local businesses in Anniston while increasing the quality of life for its residents.

MOBILE'S WINNING STREAK CONTINUES WITH AUSTAL

Austal adds to Mobile's winning streak of economic development selections with the recent awarding of a \$3 million Preliminary Design Contract for the Joint High Speed Vessel (JHSV) program for the U.S. Navy and U.S. Army.

Executive Chairman John Rothwell commented on the achievement, "As one of three companies down-selected for the Preliminary Design Contract, Austal has a strong chance of advancing to final selection given its large skilled workforce and world-class facilities in Mobile, Ala."

Further strengthening the company's competitiveness in the contract process is its experience. The JHSV requirements and concept of operations are similar to those of the Austal built "WestPac Express," successfully serving the III Marine Expeditionary Force in Okinawa, Japan, for more than six years.

Austal USA CEO Bob Browning said, "The JHSV design is right in the middle of the Austal breadth of experience. We are the only shipyard in the United States to have built a high-speed aluminum ship larger than 100 meters in length, and therefore feel justifiably confident that Austal is best placed to deliver a low risk JHSV platform to the U.S. Navy and Army."

The preliminary contract is only the beginning of opportunity for Austal and its work with the U.S. Navy and Army. At the conclusion of the six-month JHSV Preliminary Design Contract, Austal will submit a proposal for the Detailed Design and Construction Contract. This contract will include the award of a construction contract for the first ship and options for a further seven ships set to be awarded between FY 2009 and FY 2012.

If successful, the JHSV program will be supported by the existing Austal labor force and facilities, and with the current facility expansion underway at Austal, will allow the construction of a combination of JHSV and LCS platforms concurrently. □



Pictured is Austal's Hull 130, otherwise known as the Westpac Express, currently leased to the U.S. Marine Corps III MEF based in Okinawa, Japan.



This rendering includes the three existing assembly bays and administration building on Austal's property on the east side of the Mobile River as well as the fourth assembly bay and the 700,000-square-foot modular manufacturing facility in the background.

PORT AUTHORITY EXCEEDS GOAL FOR STATE COMBINED CAMPAIGN

The Alabama State Port Authority employees made the 2007 State Combined Campaign another success. They raised a total of \$24,641.13

The 2007 goal was \$10,416.00. This goal was exceeded by 200 percent. This is the second highest total in the history of the Alabama State Port Authority.

Several departments had 100 percent participation. They are: Port Police, Harbormaster, Executive Office, Public Affairs, Housekeeping, Container Yard, Truck Control, McDuffie B Maintenance, McDuffie Electricians, McDuffie Garage, and McDuffie Laborers.

The following ASPA employees served on the ASPA Combined Charities fundraising committee: Jimmie Flanagan, Coordinator; Kelly Orum-Sims, Co-Coordinator; Deanna Watkins, Laura Singleton, Leshan Jones, Brittany Whetstone, Angela Payton, Jay Aiken, Daniela Whatley, Bill Davis, Suzanne Robinson and Scott Fields. □



Kelly Orum-Sims, Co-Coordinator (left), and Jimmie Flanagan, Coordinator (right), receive an award from David Cooper, Second Vice Chair ASPA Board, commending them on their fundraising efforts for the 2007 State Combined Charity Campaign.

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ALAKAI AWARDED ENGINEERING PROJECT OF THE YEAR

In February, Austal was presented with the award for the Engineering Project of the Year for the fast vehicle ferry ALAKAI at the Mobile Area Council of Engineers (MACE) annual awards banquet. Dave Growden, Austal Project Construction Manager, accepted the award on behalf of the company.

Austal designed and built Hawaii Superferry's ALAKAI, currently operating inter-island routes in the Hawaiian Islands. ALAKAI is a 107-meter, high-speed passenger/vehicle ferry. It is the largest aluminum vessel ever built in the United States. The ferry holds up to 866 passengers and 282 cars or a combination of cars and large trucks, and can travel at speeds of up to 40 knots (46 miles per hour). ALAKAI was delivered to Hawaii Superferry in May 2007.

This project was nominated by a member of MACE because of its superiority in engineering technology as well as the impact it has made on the Mobile area community. As a result of this contract, Austal hired hundreds of local shipbuilders and support staff who are still with the company building ALAKAI's sister ship, the second of a two-boat contract with Hawaii Superferry.

The ALAKAI was also the location of Austal's Charity Cruise fundraising event held last spring which ultimately raised \$150,000 for the Mobile Ronald McDonald House organization.

MACE is an association whose members represent many of the numerous engineering organizations in Mobile, Ala., and the faculty and staff of the University of South Alabama School of Engineering. Their main focus is to promote the numerous engineering disciplines – civil, mechanical, electrical, structural and environmental – in the Mobile community. In addition to the awards given annually, MACE sponsors an engineering scholarship fund at the University of South Alabama and financially supports Engineers Week, an annual event held at the University.

Austal was also honored on February 27 with a visit from the British Royal Navy First Sea Lord, Admiral Sir Jonathan Band, and his support staff. The group received a short presentation on the General Dynamics Team's Littoral Combat Ship program and then toured the LCS2 currently being built at Austal's Mobile shipyard. The Sea Lord, as well as many of his staff members, were heard commenting throughout the tour on the impressiveness of the LCS2, based on the 127-meter advanced Austal trimaran seaframe. The Austal-designed seaframe forms the platform for the ship's operational and combat systems. □



Austal was presented with the award for the Engineering Project of the Year for the fast vehicle ferry ALAKAI by the Mobile Area Council of Engineers (MACE).



Austal was honored on February 27 with a visit from the British Royal Navy First Sea Lord, Admiral Sir Jonathan Band, and his support staff.



Project Cargo Arrives for Berg Spiral Pipe Mill

Project cargo recently arrived in the Port of Mobile for Berg Spiral Pipe Mill, currently under construction. The first vessel with Berg Pipe equipment, the MV OMEGA TRADER, arrived March 9, 2008. There were 81 crates of equipment discharged direct to Baldwin Transfer trucks for carriage to the plant site. Inside the crates is machinery for the pipe mill itself, including electrical panels, conveyors, etc.



Royal Norwegian Consul Tours Port

Royal Norwegian Consul General Lasse Seim along with Les Stuart, Royal Norwegian Honorary Consul of Mobile, and John Hurter, INTSOK, toured the Port of Mobile on March 4. Shown from left to right are: Jimmy Lyons, Alabama State Port Authority Director & CEO; Hurter, Seim, and Stuart.

U.S. CONG. JO BONNER NABS APPROPRIATIONS SEAT



U.S. House Rep. Jo Bonner (R-Ala.) was selected to fill the appropriations panel seat vacated by ex-Rep. Roger Wicker (R-Miss.) on Feb. 14, who was appointed to the Senate following the resignation of Sen. Trent Lott (R-Miss.).

Following his appointment, Bonner commented, "I am extremely gratified – and obviously deeply humbled – by the confidence of the members of the Steering Committee. This appointment to the House Appropriations Committee means even more to me when you take into account the many outstanding colleagues the Steering Committee had from which to choose. Just being considered along with friends like Tom Cole, Henry Brown, Dave Reichert, Marilyn Musgrave, Jeff Flake and Mike Turner has been an honor in itself."

GOP leaders faced a pool of seven House lawmakers for the appointment. National Republican Congressional Committee Chairman Tom Cole (Okla.), who had also been seeking the seat, withdrew his name from contention with the House Leadership.

Bonner, who has membership in the conservative Republican Study Committee, has endorsed a plan introduced by Republican appropriators Reps. Frank Wolf (Va.), Jack Kingston (Ga.) and Zach Wamp (Tenn.) that would establish an earmark moratorium as a bipartisan, bicameral panel reviews the use of earmarks.

"The current earmark process has become a symbol of a broken Washington," Bonner said. "I sought this seat on the Appropriations Committee because I believe the time for change and reform – especially of the appropriations process and the much scrutinized subject of earmarks – is now."

The 27-member House Republican Steering Committee passed over Rep. Tom Cole (Okla.), who chairs the National Republican Congressional Committee. Reps. Dave Reichert (Wash.), Henry Brown Jr. (S.C.), Marilyn Musgrave (Colo.) and Michael Turner (Ohio) also declared their intentions to run for the Appropriations Committee slot earlier this year. Democrats are targeting Reichert and Musgrave's seats this cycle.

Following his appointment, Ranking Member Jerry Lewis (R-Calif.) said, "My good colleague Jo Bonner is known for his knowledge and understanding of how the federal government works and how we can get the most efficiency with the least expenditures of the American taxpayers' dollars. I am convinced that he will be a valuable member of the Appropriations Committee and look forward to working with him in our efforts to rein in wasteful spending in all federal agencies." □

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ARTS ALIVE! MOBILE EXCITES DOWNTOWN WITH CREATIVE MINDS

Arts Alive! began in November 2003 in Mobile as a way to bring people from the suburbs and into the city to start a downtown arts district with Conti Street as its main link. Today, it has connected thousands of people to the joys of art and exposes them to creativity in a unique way.

The weekend-long festival serves as a venue to support local artists and gives them a place to display their work and showcase their talents. Whether you are an art connoisseur or simply looking for a weekend activity, Arts Alive! is free and open to the public to enjoy.

"The festival is a family event. We look to introduce different art experiences to everyone. It's a way for parents to introduce kids to the arts in an environment that is fun for them," said David Calametti, event chairman for Arts Alive! "The objective is to showcase Downtown Mobile and what a vibrant arts district could look like."

This year, Friday's main event is the popular Art Walk that has been a tradition of Arts Alive! from the beginning. Several galleries will be open downtown, movies will be shown in Cathedral Square and music will be played on the streets. To end the day, local filmmakers will compete in the "Film Scramble", giving teams 48 hours to make a 10-minute movie to win a prize.

Saturday will be full of many activities and interactive art and music programs such as "Hands On," allowing people to get up-close and personal with artists and even participate in making their own pieces of work. Additionally, the Recycled Art Fashion Show will be held Saturday evening. The show features "wearable art" crafted by artists from items such as bubble wrap and cardboard. This event is another way that Arts Alive! brings art into a new element and exposes it to unsuspecting minds.

Sunday is a more relaxed day in the park surrounded by art, music and creativity. Featured performers include the U.S. Army Signal Core band to Murphy High School's band. A tour and sneak peak will also be given of Space 301, a contemporary art gallery opening this year located in the former *Mobile Press-Register* building on the corner of Joachim and Government Streets.

The goal of Arts Alive! is to showcase the strong arts district in Mobile. It is also a chance to "de-mystify" art and allow attendants to find their creative niche. According to Calametti, he hopes to grow the program into a performing arts festival that will ultimately become the signature Spring event for Mobile.

Originally, Arts Alive! was a bi-annual event created to maximize the exposure for artists and promote visitor involvement.

Formerly held in the Fall, the weekend-long festival was moved to the Spring and extended a third day to allow more time for everyone to enjoy all that Arts Alive! has to offer.

This year's festival will be held April 11-13. Friday's events will be held from 5 p.m. to 9 p.m. Saturday's "Hands On" program will be held from 2 p.m. and end with concerts and theatrical events at 9 p.m. Sunday will conclude the festival with a picnic of art in Cathedral Square from noon to 5 p.m. Everyone is encouraged to attend and enjoy art, music and fun!

For more information please visit www.artsalivedowntownmobile.com or call David Calametti at 251-694-0457. □



A featured artist paints as attendants watch.



Murphy High School's Jazz band has been a long standing feature of Arts Alive!



An estimated 6,000 people attended the 2007 Arts Alive! events.

\$118 MILLION ALTERNATIVE FUEL PLANT MAKES HOME IN JACKSON



New Gas Concepts president Evan Bates (left) shakes hands with Jackson Mayor Richard Long as Gov. Bob Riley (center) looks on.

Gov. Bob Riley visited Clarke County, Ala., in February to announce the location of a \$118 million wood pellet plant in Jackson. Riley joined Cong. Jo Bonner (R) and Jackson Mayor Richard Long in welcoming Evan Bates, president and chief executive of New Gas Concepts, LLC to the community.

The mill is to be located on 57 acres north of Alabama Highway 177. The governor stressed to the more than 150 people in attendance that Bates and his company are “revolutionizing the way Alabamians look at energy.” The company’s production process involves the use of tree tops, branches and other excess wood to produce wooden pellets. The pellets will be sold to power plants in Europe where they will be burned for fuel.

“New Gas Concepts and Dixie Pellets are the future,” Riley said. “This company is something you can take pride in that will change the quality of life in your community.”

Bonner echoed his sentiment.

“It is a great day to be in South Alabama,” he said. “Take a moment and be proud of the good things that are happening here. Be proud that you are about to be part of something fundamentally different,” Bonner added.

The congressman reminded those present of the tremendous economic growth the state of Alabama is experiencing.

“We are in a time of unprecedented growth,” he said. “We’ve seen \$6 billion in investments in Alabama during the last year.”

Following comments from the governor and Congressman Bonner, Bates addressed the crowd. “We found a great wood

basket with a great group of skilled employees in this part of the state,” Bates said. “This part of the U.S. is one of the premier wood baskets in the world.”

He added that the company intends to invest \$118 million, creating 100 jobs at an average salary of \$50,000 per person.

Local officials were also pleased to welcome Bates and his company to Clarke County. Jackson Mayor Richard Long expressed gratitude to his council as well as industrial development board and economic developers Debra Bolen and Wiley Blankenship, president / CEO of Coastal Gateway Economic Development Authority, along with many others.

“Our council didn’t waste any time supporting this project,” Long said. “We are very excited to work with this company and we welcome them to Jackson.”

“This is an exciting day for Jackson, Clarke County and Southwest Alabama,” said Debra Bolen, director of the Clarke County Economic Development Authority. “This is a great project that will impact the area not only by providing employment opportunities but by helping the timber market as well.”

Wiley Blankenship said Monday the plant will be an asset to the region. “This is great news for the residents of Jackson and Clarke county,” he said. “We are also pleased to note the positive economic impact this announcement will have on other counties in the Coastal Gateway region. Leaders at all levels of government are working together to bring new jobs and opportunities to the region. I want to thank local leaders in Jackson and Clarke county for their efforts in securing this new industry.” □

Reprinted courtesy of Coastal Gateway Economic Development Authority.

PORT OF MOBILE RANKED 10TH IN NATION

The United States Army Corps of Engineers Waterborne Commerce Statistics Center released its 2006 Port Cargo Tonnage by Volume rankings, listing the Port of Mobile as the 10th largest U.S. port. The ranking lists the Port of Mobile as 10th largest in total trade, including both foreign and domestic tonnage handled in the Port.

In 2006, the latest data compilation date released by the federal agency, the Port of Mobile handled 59,832,197 tons of cargo serving Alabama and regional industries.

The Alabama State Port Authority's Director and CEO Jimmy Lyons noted, "it was gratifying to see the port's ranking climb. We've invested over \$500 million in port infrastructure in the last several years, attracted new customers, diversified our cargo base and seen our volumes grow. It appears our investments are starting to reflect in the national rankings."

The Port of Mobile, in 2005, was ranked 11th in total trade with a little more than 57 million tons of cargo handled.

The Alabama State Port Authority, headquartered in Mobile, Ala., owns and operates the State of Alabama's deepwater port facilities in Mobile. The Authority directly employs 670 workers and its public facilities handled 27 million tons of cargo last year. The Authority's container, general cargo and bulk facilities have immediate access to two interstate systems, five Class 1 railroads and nearly 15,000 miles of inland waterway connections. □

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Piet Heyn's Rich Haul

Dutch Captain Piet Heyn became Spain's biggest threat since Sir Francis Drake.



Born near Rotterdam in 1577, Pieter Pieterszoon Heyn learned the sailor's trade from his father, a fisherman, coastal trader and sometimes pirate. This apprenticeship served him well, but it was adversity at the hands of his enemies that perhaps taught young Piet Heyn what he needed most to succeed in life.

Captured by the Spanish, Heyn was made a galley slave, spending his waking hours rowing under the constant threat of the lash, his neighbors a multi-national lot of misfortunates. In the stinking, unhealthy 'tween decks world of the galley slave, Piet Heyn developed a keen sense of hatred for the Spaniards. More importantly, however, he also learned the routes and tactics favored by the Spanish. Heyn served on a galley whose captain was Juan de Benavides y Bazan, and while the young Dutchman may have fantasized about doing in the Spanish commanding officer, he could not have imaged just how sweet his revenge would be when the two men would meet again.

Heyn was released in a prisoner exchange in 1598, at the age of 21, but was soon recaptured and spent the next four years as a prisoner of the Spanish in the West Indies, nurturing his grudge and planning his revenge.

Upon his release Piet Heyn returned to his life as a sailor in Dutch merchantmen and sailed for the Dutch East India Company on at least two occasions, rising to the rank of captain and amassing an impressive fortune as he led numerous attacks on Spanish and Portuguese ports and vessels.

In 1621, the Dutch West India Company was founded, and two years later Heyn joined the company as a ship's captain. His first assignment found Captain Piet Heyn as second in command of a force tasked with assaulting Bahia, Brazil. The Dutch arrived off the coast of Bahia in May 1624, and Heyn led the force in the attack on the city. The Dutchmen stormed Bahia, sacked the city and plundered the Portuguese ships in the harbor.

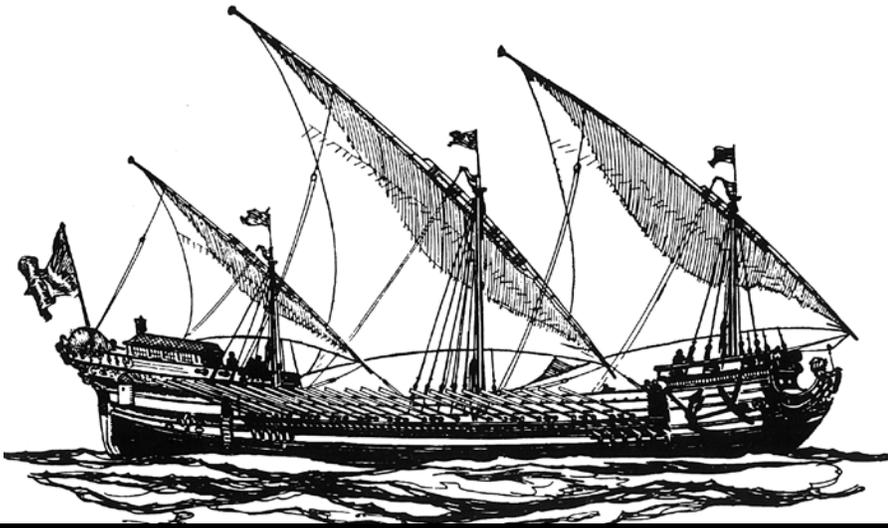
Heyn sailed from Bahia in charge of a squadron bound for West Africa. The squadron's mission was to attack the Portuguese slaving operations at Luanda, but Heyn arrived too late and missed the first Dutch fleet. He returned to Bahia, found that the Portuguese had reinvested it, and sailed for the Netherlands in July 1625.

Heyn was promoted to admiral, and he sailed for the Caribbean in command of 14 ships and 1,700 soldiers in May 1626. Despite the war-like nature of his livelihood, Piet Heyn was a devout Christian. A stern Calvinist, he had his crewmen attend morning and evening prayer daily; any sailor who missed one of the services was subject to flogging. And while Admiral Heyn was ruthless in his attacks, there is ample evidence that he made an effort to limit looting by his men. He refused to torture captured prisoners, and he made sure that prisoners had provisions of food and water upon their release.

Having failed to rendezvous with fellow Dutch West India Company Captain Boudewijn Hendricksz, Heyn made for the Dry Tortugas in the Gulf of Mexico. From this vantage point Heyn observed the Spanish fleet as it sailed past, carrying treasure from Mexico in no fewer than 14 galleons. With only his small force, Heyn could not possibly hope to lead a successful attack on the treasure fleet, and he cursed the fates that had spoiled his rendezvous with Hendricksz's fleet. If only he had had more ships, Heyn reasoned, he could have captured the entire fleet.

Hendricksz was in no position to help. In command of 14 ships, he had attacked San Juan de Puerto Rico with a force of between 700 and 800 soldiers. The Dutch forces had besieged the citadel, but had sustained heavy losses and had been forced to withdraw, thus missing his rendezvous with Heyn.

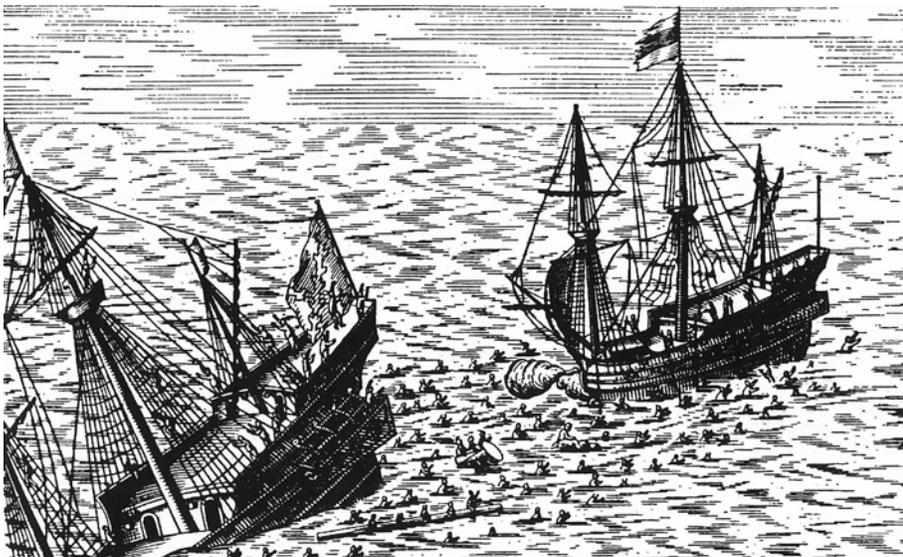
Bent on returning to Bahia, Heyn now ran across to the Azores and down the west coast of Africa to take advantage of the



Heyn had been a prisoner aboard a Spanish Galley.

prevailing easterlies. Heyn's squadron reached Bahia in March 1627, once more attacking and looting the city and capturing or destroying 24 Portuguese ships in the process. Four ships heavily laden with Brazilian treasure were dispatched in July, and Heyn continued a profitable cruise along the Brazilian coast before returning to Holland in October.

Heyn presented his plan for capturing the Spanish treasure fleets, and his superiors at the Dutch West India Company agreed to let him try. An entire treasure fleet had never been captured, but given Heyn's previous success, the company directors decided that the additional expense was worth the risk. Heyn sailed from the Netherlands in command of 31 vessels mounting 679 cannons and carrying 2,300 sailors and 1,000 soldiers. Also dispatched by the company was Captain Pieter Ita.



As an admiral of the Dutch West India Company, Heyn returned to Bahia in 1627, once again looting the city and sinking 24 enemy vessels.



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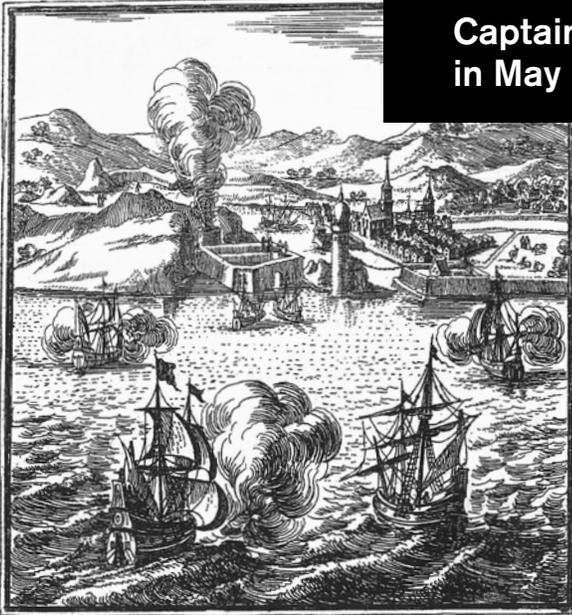
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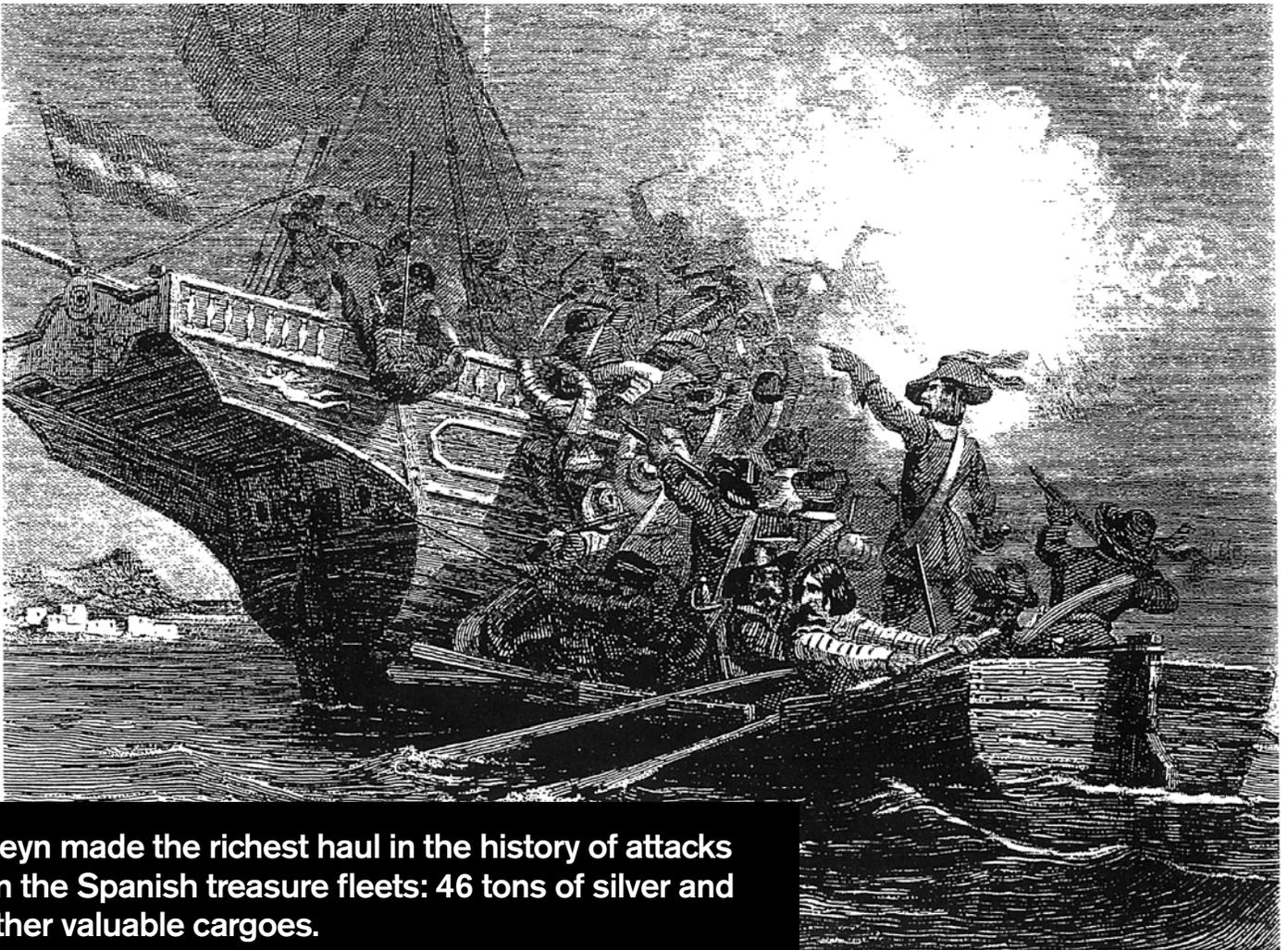
Captain Heyn led a successful attack on Bahia, Brazil, in May 1624, looting the city.



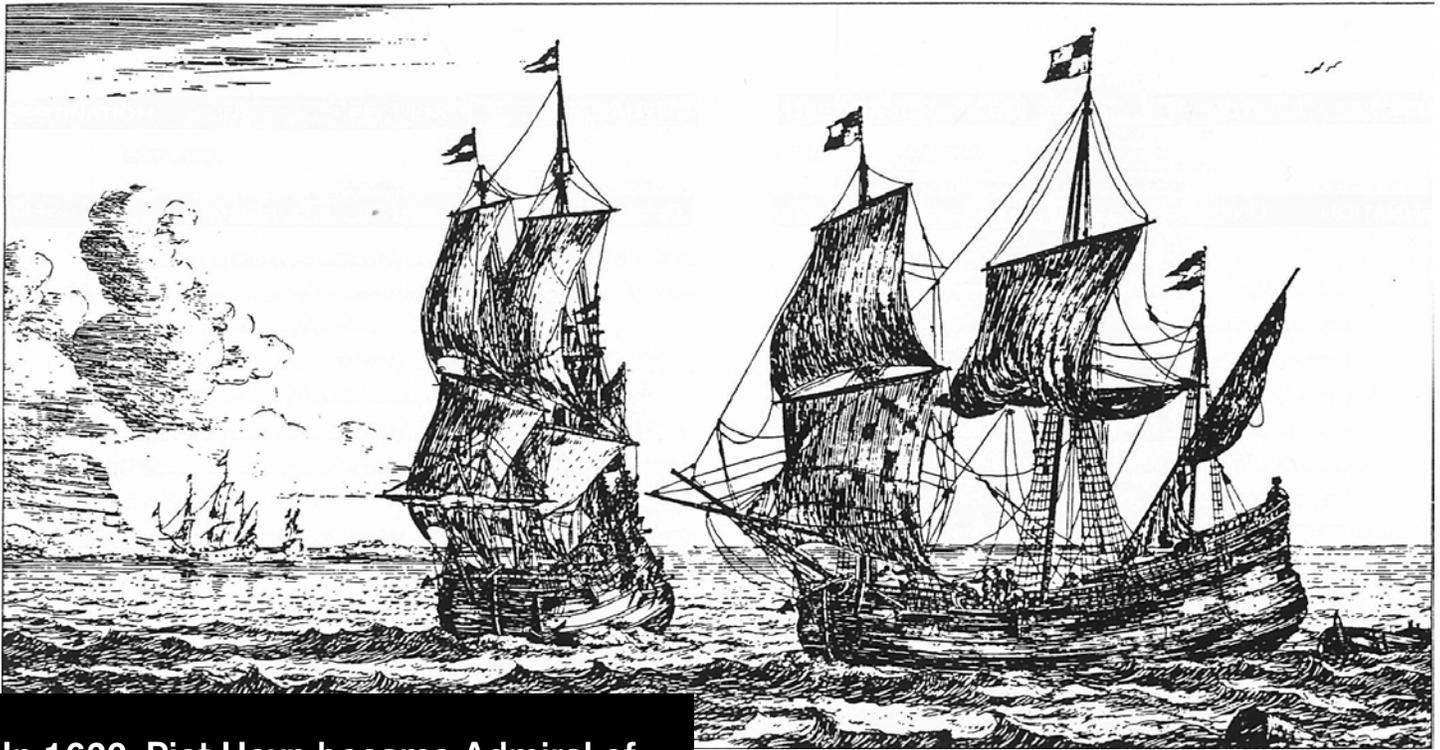
sailed from Honduras and San Juan de Ulua, Mexico. While Admiral Heyn stationed his ships in the Straits of Florida, Captain Ita proceeded to Honduras, where he attacked the smaller fleet on August 1. Word of a large contingent of Dutch vessels reached the fleet at Cartagena, and the fleet delayed its sailing date.

When Ita's fleet withdrew, the Cartagena fleet, commanded by none other than Heyn's old nemesis Juan de Benavides, weighed anchor. Spanish coastal patrol craft spotted ships of Heyn's fleet cruising the waters between Cuba and Florida, but their efforts to warn the treasure fleet were in vain. Benavides blithely sailed for the Straits of Florida, in command of four galleons and as many as 18 smaller vessels. Heyn waited patiently, knowing that the Spanish fleet eventually would sail right into his snare.

Each summer, three separate Spanish fleets sailed for Spain laden with treasures from the New World. The larger fleet departed from Portobello and Cartagena, while the smaller fleet



Heyn made the richest haul in the history of attacks on the Spanish treasure fleets: 46 tons of silver and other valuable cargoes.



In 1629, Piet Heyn became Admiral of the Dutch navy, the first commoner to achieve that lofty position.

Heyn's ships patrolled the waters for a month before the first of the Spanish sails appeared on the horizon on September 8, 1628. Benavides realized immediately that his fleet was in imminent danger. So overloaded with treasure were the galleons that his gun crews could not clear adequate space to man their guns. The Spanish fleet now began a desperate run for Matanzas Bay, Cuba, where Benavides hoped to off-load his treasure and burn his ships. The Dutch ships fell in behind the fleeing Spaniards and followed them into the bay.

The Dutchmen opened fire. Unable to return fire, the Spaniards had little choice. Some of the crewmen abandoned ship and made for the safety of land, but the rest surrendered. Heyn's fleet captured all four galleons and a dozen of the smaller ships. With his latest coup, Piet Heyn had become the single largest threat to Spain's maritime interests since Sir Francis Drake. In all, the Dutch fleet seized 46 tones of silver, as well as gold, logwood and other valuable cargo at Matanzas Bay. Transferring the treasure just from the smaller ships to the galleons took a total of eight days. Afterward, Heyn released the Spanish prisoners after providing them with food and drink.

Piet Heyn had accomplished what no pirate or sanctioned privateer before him had ever done. He had captured an entire Spanish treasure fleet, marking the first time that an entire shipment of silver and gold had been lost to an enemy force. This proved to be a crippling blow to Spain, which had based

its entire economy on the exploited wealth of the New World; the fleet represented about a third of Spain's merchant vessels in the Atlantic. Two of the captured Spanish ships were lost in a storm in the Bahamas, but their loss could hardly dampen Heyn's enthusiasm.

The 51-year-old Piet Heyn returned a national hero, arriving in Amsterdam in January 1629. It took five full days to transfer the treasure from the ships to 1,000 mule carts under the gleeful eyes of the citizenry. The Dutch West India Company shareholders were even more ecstatic, receiving a 70 percent cash dividend on their investment. Expenses consumed half of the loot, and the Price of Orange demanded 10 percent as Admiral of the Netherlands. The sailors received a mere pittance of the treasure, and even Heyn himself received less than one percent of the treasure he had so brilliantly captured.

Two months later Heyn resigned from the Dutch West India Company to take command of the Dutch Navy. In doing so, he became the first Dutch admiral who was not a nobleman. This democratic leader's tenure as head of the navy did not last long. Within a few months of his great triumph, Admiral Piet Heyn died of wounds suffered while battling Spanish pirates operating from Dunkirk and Ostend.

As for Heyn's old enemy Juan de Benavides y Bazan, the Spanish captain was convicted of dereliction of duty for the loss of treasure fleet. Perhaps because his sister was mistress to King Philip IV, Benavides was spared conviction of a more serious crime following the humiliating loss. Nevertheless, Benavides was executed in 1634, following the death of his sister.



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SAILINGS

DESTINATION	LINE	FREQUENCY	AGENT
ALGERIA	ALGIERS		
	Nordana Inducement	Biehl & Co.	
	ZIM..... Weekly.....	Glovis USA	
ANTIGUA	MOSTAGANEM		
	ORAN..... Inducement.....	ISS RioMar	
	Nordana Inducement	Biehl & Co.	
	C.I.C..... Monthly.....	Seacliff Agencies	
	ZIM..... Weekly.....	Glovis USA	
ARGENTINA	BUENOS AIRES		
	ZIM..... Weekly.....	Glovis USA	
ARUBA	ORANJESTAD		
	C.I.C..... Monthly.....	Seacliff Agencies	
	ZIM..... Weekly.....	Glovis USA	
AUSTRALIA	ADELAIDE		
	ZIM..... Weekly.....	Glovis USA	
	BRISBANE		
	ZIM..... Weekly.....	Glovis USA	
	FREMANTLE		
	ZIM..... Weekly.....	Glovis USA	
	MELBOURNE		
	ZIM..... Weekly.....	Glovis USA	
	SYDNEY		
	ZIM..... Weekly.....	Glovis USA	
BARBADOS	BRIDGETOWN		
	C.I.C..... Monthly.....	Seacliff Agencies	
	ZIM..... Weekly.....	Glovis USA	
BELGIUM	ANTWERP		
	Star..... Monthly.....	Star Shipping	
BELIZE	BELIZE CITY		
	ZIM..... Weekly.....	Glovis USA	
	BIG CREEK		
	MCW Shipping.....	Bi-weekly..... Bulk Shipping	
BRAZIL	BELEM		
	C.I.C..... Bi-weekly.....	Seacliff Agency	
	BREVOS		
	C.I.C..... Bi-weekly.....	Seacliff Agency	
	FORTALEZA		
	ZIM..... Weekly.....	Glovis USA	
	ITAJAI		
	ZIM..... Weekly.....	Glovis USA	
	RIO DE JANEIRO		
	ZIM..... Weekly.....	Glovis USA	
	RIO GRANDE		
	ZIM..... Weekly.....	Glovis USA	
	SANTOS		
	ZIM..... Weekly.....	Glovis USA	
	VITORIA		
	ZIM..... Weekly.....	Glovis USA	
BULGARIA	VARNA		
	ZIM..... Weekly.....	Glovis USA	
CAMEROON	DOUALA		
	ZIM..... Weekly.....	Glovis USA	
CANARY ISLANDS	LAS PALMAS		
	Spliethoff Monthly.....	Page & Jones Inc.	
	ZIM..... Weekly.....	Glovis USA	
	TENERIFE		
	Spliethoff Monthly.....	Page & Jones Inc.	
	ZIM..... Weekly.....	Glovis USA	
CAYMAN ISLANDS	GEORGETOWN		
	MCW Shipping.....	Bi-weekly..... Bulk Shipping	

DESTINATION	LINE	FREQUENCY	AGENT
CHINA	DAGANG		
	Star..... Monthly.....	Star Shipping	
	DALIAN		
	ZIM..... Weekly.....	Glovis USA	
	FUZHOU		
	ZIM..... Weekly.....	Glovis USA	
	GUANGZHOU		
	ZIM..... Weekly.....	Glovis USA	
	HONG KONG		
	ZIM..... Weekly.....	Glovis USA	
	HUANGPU		
	ZIM..... Weekly.....	Glovis USA	
	NINGBO		
	ZIM..... Weekly.....	Glovis USA	
	ORIGIN		
	ZIM..... Weekly.....	Glovis USA	
	QINGDAO		
	ZIM..... Weekly.....	Glovis USA	
	SHEKOU		
	ZIM..... Weekly.....	Glovis USA	
SHANGHAI			
Emirates Shipping Line (AGX).....	Weekly..... Norton Lilly International		
ZIM (AGX).....	Weekly..... Glovis USA		
SHENZHEN			
ZIM..... Weekly.....	Glovis USA		
TIANJIN			
ZIM..... Weekly.....	Glovis USA		
XINGANG			
ZIM..... Weekly.....	Glovis USA		
ZHUHAI			
ZIM..... Weekly.....	Glovis USA		
COLOMBIA	BARRANQUILLA		
ZIM..... Weekly.....	Glovis USA		
CARTAGENA			
Dan-Gulf Shipping.....	Bi-Monthly..... Lott Ship Agency		
ZIM..... Weekly.....	Glovis USA		
PUERTO CABELLO			
Dan-Gulf Shipping.....	Bi-Monthly..... Lott Ship Agency		
SANTA MARTA			
Dan-Gulf Shipping.....	Bi-Monthly..... Lott Ship Agency		
COSTA RICA	PUERTO LIMON		
ZIM..... Weekly.....	Glovis USA		
SAN JOSE			
ZIM..... Weekly.....	Glovis USA		
CROATIA	RIJEKA		
ZIM..... Weekly.....	Glovis USA		
CURACAO	WILLENSTAD		
ZIM..... Weekly.....	Glovis USA		
C.I.C..... Monthly.....	Seacliff Agencies		
CYPRUS	LIMASSOL		
ZIM..... Weekly.....	Glovis USA		
DENMARK	AARHUS		
Atlantcargo.....	Every 10 Days..... Norton Lilly International		
COPENHAGEN			
Atlantcargo.....	Every 10 Days..... Norton Lilly International		
DJIBOUTI	DJIBOUTI		
ZIM..... Weekly.....	Glovis USA		
DOMINICA	ROSEAU		
C.I.C..... Monthly.....	Seacliff Agencies		
ZIM..... Weekly.....	Glovis USA		
DOMINICAN REPUBLIC	RIO HAINA		
Caribbean Forest Carriers.....	Inducement..... Transmarine Alabama LLC		
C.I.C..... Bi-weekly.....	Seacliff Agencies		
ZIM..... Weekly.....	Glovis USA		
EGYPT	ALEXANDRIA		
Nordana Inducement	Biehl & Co.		
ZIM..... Weekly.....	Glovis USA		
PORT SAID			
ZIM..... Weekly.....	Glovis USA		
EL SALVADOR	SAN SALVADOR		
ZIM..... Weekly.....	Glovis USA		
ENGLAND	TILBURY		
Atlantcargo.....	Every 10 Days..... Norton Lilly International		
Star..... Monthly.....	Star Shipping		
FRANCE	BOULOGNE		
Star..... Monthly.....	Star Shipping		
FOS			
ZIM..... Weekly.....	Glovis USA		
MARSEILLE			
ZIM..... Weekly.....	Glovis USA		
GERMANY	BREMEN		

DESTINATION	LINE	FREQUENCY	AGENT
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	Star.....	Every 10 Days	Star Shipping
	HAMBURG		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
GEORGIA	POTI		
	ZIM.....	Weekly.....	Glovis USA
GHANA	TAKO RADI		
	ZIM.....	Weekly.....	Glovis USA
GREECE	PIRAEUS		
	Nordana	Inducement	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	THESSALONIKI		
	ZIM.....	Weekly.....	Glovis USA
GRENADA	SAINT GEORGES		
	C.I.C.....	Monthly.....	Seacliff Agencies
	ZIM.....	Weekly.....	Glovis USA
GUADELOUPE	BASSE-TERRE		
	C.I.C.....	Monthly.....	Seacliff Agencies
GUATEMALA	GUATEMALA CITY		
	ZIM.....	Weekly.....	Glovis USA
	SANTO TOMAS		
	ZIM.....	Weekly.....	Glovis USA
GUYANA	GEORGETOWN		
	ZIM.....	Weekly.....	Glovis USA
HAITI	PORT AU PRINCE		
	Caribbean Forest Carriers.....	Inducement	Transmarine Alabama LLC.
	ZIM.....	Weekly.....	Glovis USA
HONDURAS	PUERTO CORTES		
	ZIM.....	Weekly.....	Glovis USA
	SAN PEDRO SULA		
	ZIM.....	Weekly.....	Glovis USA
	TEGUCIGALPA		
	ZIM.....	Weekly.....	Glovis USA
HONG KONG	HONG KONG		
	ZIM.....	Weekly.....	Glovis USA
INDIA	BOMBAY		
	ZIM.....	Weekly.....	Glovis USA
	CALCUTTA		
	ZIM.....	Weekly.....	Glovis USA
	NAVA SHIVA		
	ZIM.....	Weekly.....	Glovis USA
INDONESIA	JAKARTA		
	ZIM.....	Weekly.....	Glovis USA
	SURABAYA		
	ZIM.....	Weekly.....	Glovis USA
ISRAEL	ASHDOD		
	ZIM.....	Weekly.....	Glovis USA
	HAIFA		
	ZIM.....	Weekly.....	Glovis USA
ITALY	GENOA		
	Nordana	Inducement	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	LA SPEZIA		
	ZIM.....	Weekly.....	Glovis USA
	LIVORNO		
	Star.....	Monthly.....	Star Shipping
	Nordana	Inducement	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	MILANO		
	ZIM.....	Weekly.....	Glovis USA
	MONFALCONE		
	ZIM.....	Weekly.....	Glovis USA
	NAPLES		
	Star.....	Monthly.....	Star Shipping
	ZIM.....	Weekly.....	Glovis USA
	OPORTO		
	ZIM.....	Weekly.....	Glovis USA

DESTINATION	LINE	FREQUENCY	AGENT
	PALERMO		
	ZIM.....	Weekly.....	Glovis USA
	SAVONA		
	Star.....	Monthly.....	Star Shipping
	TRIESTE		
	ZIM.....	Weekly.....	Glovis USA
	VENICE		
	ZIM.....	Weekly.....	Glovis USA
JAMAICA	KINGSTON		
	Caribbean Forest Carriers.....	Inducement	Transmarine Alabama LLC
	C.I.C.....	Bi-weekly.....	Seacliff Agencies
	ZIM (AGX).....	Weekly.....	Glovis USA
JAPAN	KOBE		
	ZIM.....	Weekly.....	Glovis USA
	IYOMISHIMA		
	Saga Forest Carriers	Inducement	Biehl & Co.
	Star.....	Monthly.....	Star Shipping
	NAGOYA		
	ZIM.....	Weekly.....	Glovis USA
	NAHA		
	ZIM.....	Weekly.....	Glovis USA
	NIIGATA		
	Saga Forest Carriers.....	Inducement	Biehl & Co.
	OSAKA		
	ZIM (AGX).....	Weekly.....	Glovis USA
	SHIMIZU		
	Star.....	Monthly.....	Star Shipping
	ZIM.....	Weekly.....	Glovis USA
	TAGONOURA		
	Saga Forest Carriers.....	Inducement	Biehl & Co.
	TOKYO		
	Saga Forest Carriers.....	Inducement	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	ZIM (AGX).....	Weekly.....	Glovis USA
JORDAN	AQABA		
	ZIM.....	Weekly.....	Glovis USA
KENYA	MOMBASA		
	ZIM.....	Weekly.....	Glovis USA
KOREA	INCHON		
	Saga Forest Carriers.....	Inducement	Biehl & Co.
	Star.....	Monthly.....	Star Shipping
	ZIM.....	Weekly.....	Glovis USA
	KUNSAN		
	Star.....	Monthly.....	Star Shipping
	PUSAN		
	Emirates Shipping Line (AGX).....	Weekly.....	Norton Lilly International
	ZIM (AGX).....	Weekly.....	Glovis USA
LEBANON	BEIRUT		
	Nordana	Inducement	Biehl & Co.
MARTINIQUE	FORT-DE-FRANCE		
	C.I.C.....	Monthly.....	Seacliff Agencies
MEXICO	COATZACOALCOS		
	CG Railway.....	Every 4 Days	CG Railway, Inc.
	MANZANILLO		
	ZIM.....	Weekly.....	Glovis USA
	TAMPICO		
	Spliethoff	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	VERACRUZ		
	ZIM.....	Weekly.....	Glovis USA
MOROCCO	CASABLANCA		
	Spliethoff	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	TANGIERS		
	ZIM.....	Weekly.....	Glovis USA
NETHERLANDS	AMSTERDAM		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	ROTTERDAM		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	Star.....	Every 10 Days.....	Star Shipping
NICARAGUA	MANAGUA		
	ZIM.....	Weekly.....	Glovis USA

DESTINATION	LINE	FREQUENCY	AGENT
NIGERIA	LAGOS		
	ZIM.....	Weekly.....	Glovis USA
NORWAY	OSLO		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
PANAMA	COLON		
	ZIM (AGX).....	Weekly.....	Glovis USA
	CRISTOBAL		
	ZIM.....	Weekly.....	Glovis USA
PARAGUAY	PANAMA CITY		
	ZIM.....	Weekly.....	Glovis USA
PARAGUAY	ASUNCION		
	ZIM.....	Weekly.....	Glovis USA
PHILLIPPINES	CEBU		
	ZIM.....	Weekly.....	Glovis USA
	MANILA		
POLAND	ZIM.....	Weekly.....	Glovis USA
	GYDNIA		
POLAND	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	PORTUGAL		
PORTUGAL	LEXIOS		
	ZIM.....	Weekly.....	Glovis USA
	LISBON		
REPUBLIC OF BENIN	ZIM.....	Weekly.....	Glovis USA
	COTONOU		
ROMANIA	CONSTANTA		
	ZIM.....	Weekly.....	Glovis USA
RUSSIA	NOVOROSSIYSK		
	ZIM.....	Weekly.....	Glovis USA
SINGAPORE	ZIM.....	Weekly.....	Glovis USA
ST. CROIX	C.I.C.....	Monthly.....	Seacliff Agencies
ST. JOHN'S	ZIM.....	Weekly.....	Glovis USA
ST. LUCIA	CASTRIES		
	C.I.C.....	Monthly.....	Seacliff Agencies
	VIEUX FORT		
	C.I.C.....	Monthly.....	Seacliff Agencies
ST. MARTIN	C.I.C.....	Monthly.....	Seacliff Agencies
ST. THOMAS	C.I.C.....	Monthly.....	Seacliff Agencies
ST. VINCENT	KINGSTOWN		
	C.I.C.....	Monthly.....	Seacliff Agencies
SAINT KITTS	BASSETERRE		
	C.I.C.....	Monthly.....	Seacliff Agencies
SCOTLAND	MONTROSE		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	GRANGEMOUTH		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
SOUTH AFRICA	CAPETOWN		
	Gulf Africa Line	Monthly.....	Biehl & Company
	DURBAN		
	Gulf Africa Line	Monthly.....	Biehl & Company
	ZIM.....	Weekly.....	Glovis USA
	PORT ELIZABETH		
SOUTH AFRICA	Gulf Africa Line	Monthly.....	Biehl & Company
	RICHARDS BAY		
	Gulf Africa Line	Monthly.....	Biehl & Company
SLOVENIA	KOPER		
	ZIM.....	Weekly.....	Glovis USA
SPAIN	ALICANTE		
	ZIM.....	Weekly.....	Glovis USA
	ALGECIRAS / PALAMOS		
	Spliethoff	Monthly.....	Page & Jones Inc.
	BARCELONA		
	Nordana	Inducement	Biehl & Co.
	Spliethoff	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	BILBOA		
	Spliethoff	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	CADIZ		
	Spliethoff	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	GANDIA		
	Spliethoff	Monthly.....	Page & Jones Inc.
	MADRID		
	ZIM.....	Weekly.....	Glovis USA
	MOTRIL		
	Spliethoff	Monthly.....	Page & Jones Inc.
PALMA DE MALLORCA			
Spliethoff	Monthly.....	Page & Jones Inc.	
ZIM.....	Weekly.....	Glovis USA	
VIGO			

DESTINATION	LINE	FREQUENCY	AGENT
	Spliethoff	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	VALENCIA		
	Nordana	Inducement	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	SWEDEN	GOTHENBURG	
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	STOCKHOLM		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	Polish Ocean Line.....	Weekly	Biehl & Company
	SURINAME	PARAMARIBO	
	ZIM.....	Weekly.....	Glovis USA
TAIWAN	KAOHSIUNG		
	ZIM.....	Weekly.....	Glovis USA
	KEELUNG		
	ZIM.....	Weekly.....	Glovis USA
	TAICHUNG		
	ZIM.....	Weekly.....	Glovis USA
TAIWAN	TAOYUAN		
	ZIM.....	Weekly.....	Glovis USA
TANZANIA	DAR ES SALAAM		
	ZIM.....	Weekly.....	Glovis USA
THAILAND	BANGKOK		
	ZIM.....	Weekly.....	Glovis USA
	LAEM CHABA		
	ZIM.....	Weekly.....	Glovis USA
TOBAGO	C.I.C.....	Monthly.....	Seacliff Agencies
TOGO	LOME		
	ZIM.....	Weekly.....	Glovis USA
TRINIDAD	POINT LISAS		
	ZIM.....	Weekly.....	Glovis USA
	PORT OF SPAIN		
	C.I.C.....	Bi-weekly.....	Seacliff Agencies
	ZIM.....	Weekly.....	Glovis USA
TUNISIA	TUNIS		
	ZIM.....	Weekly.....	Glovis USA
TURKEY	ISTANBUL		
	Nordana	Inducement	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	IZMIR		
	Nordana	Inducement	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	KOPER		
	ZIM.....	Weekly.....	Glovis USA
	MERSIN		
	Nordana	Inducement	Biehl & Co.
ZIM.....	Weekly.....	Glovis USA	
UKRAINE	ILICHEVSK		
	ZIM.....	Weekly.....	Glovis USA
	ODESSA		
	ZIM.....	Weekly.....	Glovis USA
UNITED ARAB EMIRATES	DUBAI		
	ZIM.....	Weekly.....	Glovis USA
URUGUAY	MONTEVIDEO		
	ZIM.....	Weekly.....	Glovis USA
VENEZUELA	EL GUAMACHE		
	ZIM.....	Weekly.....	Glovis USA
	GUANTA		
	ZIM.....	Weekly.....	Glovis USA
	LAGUARIA		
	ZIM.....	Weekly.....	Glovis USA
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VIETNAM	HO CHI MINH CITY		
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– A Look Back –

From the Pages of Alabama Seaport
The Nation's Oldest Port Publication



Waterfront;
Mobile, Alabama



U.S. Battleship, "Alabama"

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STANDARD EQUIPMENT CO.—75 Beauregard St.....	(251) 432-1705
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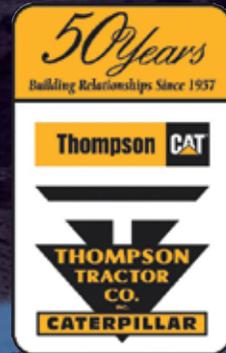


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